



**PANAMA CANAL TO  
MAKE MARKET FOR  
PITTSBURG COAL**

(Continued from Page One.)

stances, steamship lines provide coal both for their own use and for sale, as is done by the Pacific Mail Steamship Company at Acapulco, Mexico. The Panama Railroad Company, the capital stock of which is held by the United States Government, sells bunkercar coal at Colon and Panama but not in large quantities. Along the older trade routes the stations are usually built on the ocean coast, highways the stations are farther apart. At the larger stations there are often several dealers, each having depots, wharves, lighters and other loading facilities. Most steamship companies even the largest, have only one screen or run-of-mine, or run-of-coal, coal as "Welsh" or "Cardiff" coal without further designation at Port Said, for instance, has been run over one screen; Double-screened Welsh coal is termed "Xanthine" coal and run-of-mine coal "Durham" coal is termed "through and through". Relative fuel expenses of vessels using the Panama Canal and alternative routes will depend, first of all, on the price at which coal is sold at the canal. Coal of high grade, such as that taken from the coal fields of the United States and at West Indian and Caribbean stations. The Panama Canal can be reached from the Atlantic ports of the United States with low fuel expense. A vessel at New York may take on coal at from \$7.00 to \$25. F. & O. and at Newport News at \$10.00 to \$20.00 per ton, but the quantity required is small. The Panama railroad now sells Panamanian and New River coals in merchant vessels at Colon and Panama at prices that, in most instances, yield a good profit, but it will likely be found that when the canal is opened, if it decides to continue the sale of coal to charge prices much in excess of actual cost. The proposed plan of leasing coal docks to coal companies will doubtless result in a competitive market that will insure a fair price for coal, unless some material barrier to the traffic of this route. At San Francisco the chief coal port between Panama and Japan, the 1911 price for British Columbia coal was \$6.90, but the prospect of cheaper coal with the opening of the Alaska coal highway. The use of the Panama Canal by vessels increased in traffic between Europe and the Orient will depend on the price of coal entirely, as the route via the Suez canal is the shorter and ships will have no other reason for using the canal than to offset the cost in fuel expense. The cost of coal will also enter into the choice of routes for voyages between Atlantic ports of the United States and Australia and New Zealand, though the time saved and the small coal consumption with the smaller size of the ship available for cargo will offset the fuel expense to a certain extent. From Europe to New Zealand, the Panama route is shorter and requires the consumption of less coal; but the Suez route is shorter from Europe to Australia and New Zealand. If the sailing time is to be considered, the cost of coal at Colon is higher than at Port Said to attract vessels from another route through the Panama canal.

Freight rates determine the distance coal can be supplied to coaling stations. At Valparaiso, Iquique, Antofagasta and other points on the west coast of South America some distance from Colon, the supply of coal is limited by the cost of Australian coal, because of low freight on vessels bound for Chile to secure cargoes of nitrate at Montevideo, Bahia Blanca, and other points on the east coast of South America. The supply comes from Wales and England, because of the outbound freight from Great Britain to that section are relatively low.

Relative "values" at which different grades of coal can be sold at any particular station are determined by the steaming qualities of the coal, and the higher price paid for the best grades sometimes enable such coal as that from Wales to be sold at stations remote from the British Isles, especially with inferior coal from nearby sources. The steaming value of different American coals is shown by the specifications under which the United States Government purchases coal at different points. The specifications provide for other items, for an agreed number of British thermal units per pound of coal.

West Virginia coal, shipped from Norfolk and Newport News, is now sold at Colon, Panama, St. Lucia, St. Thomas, and also in small amounts on the west coast of South America, and some elsewhere. It is generally conceded that the steaming value of the Panamanian and New River coal is about five per cent less than that of the Welsh product, and this difference is to be taken into consideration in comparing prices and costs. No other standard coals sold at a large number of ocean coaling stations are

equal in steaming value to American or Welsh coals.

The efficiency of several kinds of coal is roughly indicated by a statement by the Captain of a vessel who last year had the largest coal consumption: 22 tons of No. 1 Welsh, 25 tons of Tyne; 29 to 30 of Indian or Japanese, 24 to 25 of Newcastle (Australian), 30 of Chilean, 24 to 25 New River (West Virginia), and 26 of Alabama. And this was probably the best Welsh as compared with 26 tons of Panamanian, 26 Welsh run-of-mine, 28 of Lancashire or Tyne, and 20 of Indian or Japanese coal. Panamanian coal is particularly efficient, with respect to its draft, in which class of vessels the value of coal is about equal to that of Welsh coal.

Contracts for coal stipulate whether the coal is to be delivered f. o. b. (free on board); f. a. s. (free alongside ship); or "trinominal" (freight, insurance and whether coal is screen or run-of-mine). Coal shipped with coal but makes an annual contract with one dealer having coal at convenient stations along the routes over which the company's vessels are operated. The coal dealers publish annually the prices at which they are willing to contract to supply all coal needed by the company. The contract prices are usually somewhat lower than the figure at which coal may be bought by the occasional buyer; and the annual agreements usually provide that "should the general contract price for equal qualities of coal be lower at the time of coaling, steamer is to receive the benefit of such lower price." The contracts, moreover, are exclusive in that coal merchants agree to furnish all the coal needed and the vessel owners bind themselves to make all their purchases from the dealers with whom they are under contract.

The cost of coal and the price at which it is sold at any particular station depend, first of all, upon the nearness or remoteness of the mines from which the coal is obtained. At the Suez canal, coal is obtained mainly from Wales, England and Scotland, Welsh coal being most largely sold. The prices are relatively high at the Suez Canal and higher south and east of the canal. The coal prices along the coast of South America are high, with the increase in distance from Great Britain, but the advance is roughly in accordance with distance until stations are reached at which other coals can successfully compete with Cardiff or Durham coals. In this connection the ports of Troy, New York, India, Australia, China, New Zealand, are an important consideration, as are the Pacific Coast of North America, the coals from the state of Washington and British Columbia, and on the eastern seaboard of the United States and in the West Indies, coal from coal fields in Pennsylvania, West Virginia and Alabama enter into the situation. There can be no doubt that the Panama Canal will permit of the American coals competing with other coals in many ports where they are yet untried.

Once freight rates determine the distance coal can be supplied to coaling stations, at Valparaiso, Iquique, Antofagasta and other points on the west coast of South America some distance from Colon, the supply of coal is limited by the cost of coal at Colon, though the time saved and the small coal consumption with the smaller size of the ship available for cargo will offset the fuel expense to a certain extent. From Europe to New Zealand, the Panama route is shorter and requires the consumption of less coal; but the Suez route is shorter from Europe to Australia and New Zealand. If the sailing time is to be considered, the cost of coal at Colon is higher than at Port Said to attract vessels from another route through the Panama canal.

Government contract prices for coal delivered at the end of the ship's tackle at the Ishima coal port, Japan, are as follows: In 1908-9 the cost of coal at the end of the ship's tackle at one Ishima was from \$4.80 to \$4.10; in 1907-8 the cost was from \$1.27 to \$4.42; in 1908-9, \$4.14 to \$1.29; in 1909-10, \$2.71 to \$3.84; in 1910-11, \$2.94; 1911-12, \$2.89; and last year, the 4th of April, \$1.12. The last quoted price, however, being paid by the Panama railroad company is the same, having been arranged by a contract covering a period of two and a half years. The contract calls for coal at Norfolk at \$2.79 and the freight \$1.12 9/10 per ton. If the shipping, then, is added 50 cents to cover overhead charges, storage and depreciation, and 50 cents a ton as the cost of delivering the coal aboard vessels from cars, lighter or barges, the price at which the government could sell coal without loss, or possibly with profit, Colon will be \$4.39. If the shipping is added 50 cents to cover overhead charges, storage and depreciation, and 50 cents a ton as the cost of delivering the coal aboard vessels from cars, lighter or barges, the price at which the government could sell coal without loss, or possibly with profit, Colon will be \$4.39. If the shipping is added 50 cents to cover overhead charges, storage and depreciation, and 50 cents a ton as the cost of delivering the coal aboard vessels from cars, lighter or barges, the price at which the government could sell coal at that station through the canal for delivery at the station at Balboa are required to pay a toll of \$1.20 per net vessel ton, the cost of coal delivered at Balboa will be about 70 cents higher than at Colon or Christoval, so that the government could sell coal at that station at \$4.39.

The Weekly Courier \$1.00 a year.

**LIST OF COKE OVENS IN  
The Connellsville District**

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, Aug. 2, 1913.

Ovens	In Blast	Name of Works	Name of Operator	P. O. Address
300	0	Armen	W. J. Bailey	New York, N. Y.
301	0	Alchide	H. C. Frick Coke Co.	Pittsburgh
302	0	Alverton	H. C. Frick Coke Co.	Pittsburgh
303	0	Alvinton	H. C. Frick Coke Co.	Pittsburgh
304	0	Alvinton	Mr. Pleasant Coke Co.	Greensburg
305	0	Alvinton	Majestic Coke Co.	Untown
306	0	Alvinton	Standard Coke Co.	Greensburg
307	0	Alvinton	Mr. Pleasant Coke Co.	Greensburg
308	0	Alvinton	H. C. Frick Coke Co.	Pittsburgh
309	0	Alvinton	Mr. Pleasant Coke Co.	Pittsburgh
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## CANDIDATES SCARCE WITH THE PRIMARY ONLY MONTH AWAY

Complications are Promised at the Election This Year.

### LOCAL SITUATION IS COMPLEX

Decision in the Clark Bill Test is Awaited With Interest; Assessors Begin Work of Enrolling Party Preferences of Voters in County.

With the primary election but little more than a month distant, the political situation here remains as quiet as if it were a year removed. Because of the complications which have resulted in the composition of the two parties, the work of the respective office-seekers is holding aloof, awaiting the decision of Judge Van Swearingen, which may clarify the situation or make it worse than ever. If an appeal is taken to the Supreme Court, it cannot be argued until October 1, and after the primary election should have been held to choose the nominees.

Fottsville, which occupied virtually the same position as Connellsville with regard to the Clark bill, apparently has no qualms as to its force and effect. Candidates there have been nominated and are going to support various offices. Apparently the effort to revert to a borough was not successful there.

City candidates here have just three weeks in which to file their papers. August 26 is the last day for primaries to reach the nomination. Several persons who are interested in political affairs here, although not particularly active, have expressed the fear that matters will be delayed until it will be too late for a satisfactory campaign.

In other parts of the county, candidates are making progress. Local elections are to be elected this year.

No great deal of interest is being shown in the general fight because the only two candidates for judge and two judges of the Superior Court, who are to be named in a non-partisan ballot. In the county there are two poor house directors, two jury commissioners and state commissioners to be nominated.

Compared with the situation two years ago, when it was learned that the county election only after candidates had filed their petitions, there appears to be little interest this year. Several prospective candidates have been gossiped about but none has made formal announcement of his candidacy.

Local directors are to be elected in Connellsville. The terms of A. W. Bishop and W. W. Smith expire. Their successors will be chosen for six years. It is expected that both incumbents will have opposition, both for the nomination and election although no one has yet announced his candidacy. School directors are elected on party ballots.

Assessors throughout the county are now at work enrolling the voters according to party preference. The Connellsville assessors received their certificates yesterday. Under the Florida law, which is to file out a certificate stating his party preference is buried from participating at a primary other than a non-partisan one. The law does not disfranchise any voter; it simply requires that he longer be allowed to vote only with that party at the primaries.

The assessors are required to have this work completed by September 2, and to be at the polling places on September 3 and 4 for the purpose of registering voters who appear for that purpose.

### ROBBERY AT REIDMORE

Two Men Kidnap Summer Home of Colonel J. M. Reid.

Burglars entered the summer home of Colonel J. M. Reid at Reidmore Sunday evening, and after ransacking the place, left without taking anything of value. The house is vacant this summer, and when Colonel Reid visited it yesterday afternoon he discovered the burglary.

Entrance was gained through a broken window. The window was forced open with a pair of ice tongs, which were also used to break open the locks on the three doors leading to various rooms.

The men, apparently there were two of them, were wearing clothing for outdoor work. Colonel Reid's desk and papers were taken, and the contents scattered about the floor, and it was a difficult matter for the judges to make their decision.

### ELope TO MORGANTOWN

Local Druggist Takes a Double Gift as His Bride.

Miss Pearl Foltz, daughter of Mr. and Mrs. William Foltz of Dunbar, and Ralph V. Miller, a druggist of town, were married in Morgantown Monday. The news of their marriage was conveyed to the bridegroom's mother by a telegram which stated they were married and honeymooning at Mount Chateau. The announcement of the marriage came as a surprise to the many friends of Mr. Miller and his bride. The pair left here either Sunday night or early Monday morning without telling their nearest relatives into their confidence.

Mr. Miller is a son of Mrs. Caroline Miller of North Pittsburg street and is connected with the West Penn Pharmacy. Mrs. Miller was employed by Mrs. J. R. Foltz, the milliner.

7. **Marry in Cumberland.** Orville Renshaw of Confluence and Lulu Adeline Heimbough of Marlinton; Ira Leo Crawford and Olive Hannah Minard, both of Uniontown, were married in Cumberland Saturday.

Subscribe for The Weekly Courier.

### HAY, ROT'S ON GROUND FOR FARMER CAN NOT GET HARVEST HELP.

A. J. Folgar, one of the most successful hay growers, is on his farm west of Scottsdale cutting down acre after acre of hay knowing that it is to rot on the ground. Already he has mowed over 40 tons of hay and will never be gathered. The \$400 worth will simply enrich the soil.

Mr. Folgar has been suffering ill health this year and cannot get any help. The season shows the greatest scarcity of farm hands ever known in the neighborhood.

### FRENZIED FOREIGNER ATTACKS CONDUCTOR ON A WEST PENN CAR

Flourishes a Knife but is Overpowered by the Crew.

### BROUGHT TO THE LOCKUP HERE

Chief of Police Hutchcraft of Fayette City, a Passenger, Takes Him in Charge After Motorman and Conductor Eject Him at Shady Grove.

Virtually all of the apprentices had arranged to go to Shady Grove.

The Wright-Metal Company, in addition to hiring a number of former employees, brought a delegation of saleswomen from the Unifontown store. All of the stores could have found work for additional salespeople had they been willing to buy and it was not difficult to find something which pleased the eye and suited the purpose. Before the stores had opened for the day, shoppers began to gather, and they continued coming.

Most of them with the apprentices had arranged to go to Shady Grove.

Connellsville's school of technology, as the Connellsville Manufacturing & Metal Company, has sometimes been called, is turning out more apprentices, machinists, structural iron workers and pattern makers each year than any other manufacturing plant in Fayette county. It is claimed Twenty apprentices are now employed by the corporation since the third quarter of 1907, says Financial America.

The income of nearly \$7,000,000 in earnings for the year was considerably more than allowed for in the most recent estimate and the statement, upon analysis indicates that the average of price received was very nearly on the level of current prices.

"Locating on changing county seats, erecting new counties, or changing county boundaries,"

"Incorporating cities, towns, or villages, or changing their charters;

"For the opening and conducting of places of amusement;

"Granting divorces;

"Creating new townships or boroughs, or changing their boundaries, or changing limits of school districts;

"Creating offices, or prescribing the powers and duties of officers in counties, boroughs, townships, election or township officers for regular terms of service, shall be held on the third quarter of each numbered year, but the General Assembly may by law fix a different day, two-thirds of the members of the General Assembly may be present, and that such elections shall always be held in an odd-numbered year,"

as to read:

"Section 2. All judges elected by the election of the State at large may be elected at either a general or municipal election, as circumstances may require. All judges, for judges of election or for the superior judicial districts, and township officers, for regular terms of service, shall be held on the third quarter of each numbered year, but the General Assembly may by law fix a different day, two-thirds of the members of each House consenting thereto: Provided, that such elections shall be held in an odd-numbered year."

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"Granting divorces;

"Creating new townships or boroughs, or changing their boundaries, or changing limits of school districts;

"Creating offices, or prescribing the powers and duties of officers in counties, boroughs, townships, election or township officers for regular terms of service, shall be held on the third quarter of each numbered year, but the General Assembly may by law fix a different day, two-thirds of the members of each House consenting thereto: Provided, that such elections shall be held in an odd-numbered year."

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## L. L. HUMPHRIES DIES SUDDENLY AT SCOTTDALE HOME

### Prominent Coke Operator Church Man and Musician Victim of Heart.

### FAMILY WERE AT RIDGEVIEW

Mr. Humphries Had Come Over for the Day Intending to Return to His Cottage in the Afternoon; Taken Suddenly ill and Expired Quickly.

SCOTTDALE, August 1.—Enoch A. Humphries, one of the best known coke operators in the Connellsville region, died suddenly yesterday morning. The deceased was the widow of John W. Wright, a well known citizen of Fayette and Westmoreland counties. Funeral services will be held from the same home Saturday afternoon at 2 o'clock. Interment in Cochran cemetery.

**Martha A. Wilson.**  
Mrs. Martha A. Wilson, 72 years old, wife of Albert Wilson, died Wednesday evening at her home at Brownfield. Mrs. Wilson is survived by her husband and the following children: Charles of Uniontown; Albert or Connellsville; Frank of Brownsville, and Samuel at home.

### MORE PRIZES AWARDED

Gardens at Three Frick Plants are Inspected by Judges.

Fruit and vegetables raised for the fair and gardens at the three plants of the H. C. Frick Coke Company Thursday. At Lemont, Superintendent V. D. Callahan escorted H. G. Cameron, E. Q. Mauz and W. M. Gould over the plants. They awarded the following prizes:

Flower gardens: First, John Monzingo; second, L. E. Smith; third, Charles Koke. Vegetable gardens: First, Alton Barnesky; second, Edward Collins; third, Almon A. Wright.

The Death winners were: Gardens—Steve Vosenik, first prize; Patrick Marzolek, second prize; Lawns—Miss Lillian, first prize; Steve Vosenik, second prize.

**MONEY TO MOVE CROPS**

Secretary of Treasury to Fail Big Sum in Circulation.

WASHINGTON, Aug. 1.—Enoch A. Humphries, one of the best known coke operators in the Connellsville region, died suddenly yesterday afternoon. The deceased was the widow of John W. Wright, a well known citizen of Fayette and Westmoreland counties. The accident, which occurred in this locality, and an active church member, died suddenly at his home on North Chestnut street, from paralysis of the heart, about 3 o'clock yesterday afternoon.

No one of his immediate family was with him when he died, and came to the house to find him dead.

He was buried at the grave of his wife.

Mr. Humphries had come home from Ridgewood Park to attend to some business and was intending to leave on an afternoon train in order to get back to his cottage. He attended the services at the church of his friends and wife and spoke to him as in apparently the best of health. He sped along in his runabout, which he was driving with his nephew, Reginald Humphries beside him. The latter's sister, Anna, was the only one taken in the accident.

Mr. Humphries was the only one taken in the accident.

After dinner Mr. Humphries was out in the back yard, it is said, knocking a few apples off a tree there sheltered by the house. His nieces offered to pick them up and, to this, he assented saying that he did not care very well to leave the house. He called a little later and was found complaining of weakness. Physicians were summoned but nothing could be found to restore him and he died in a short time from paralysis of the heart.

Mr. Humphries was 81 years old, having been born in South Yorkshire, England, in September 31, 1852. He came to Scottsdale when about 16 years old and with the exception of three or four years had resided here ever since. During the last 20 years he had been extensively engaged in the manufacture of coke, being at the head of one of the largest independent companies in the region. He was manager of the Scottsdale Foundry & Machine Company, and interested in a number of other manufacturing works, and also chairman of the Ridgewood Park Association, and the owner of a handsome cottage at that place, where he and family were accustomed to spend the summer.

He was a member of the First Methodist Episcopal Church for many years, the organist and choir leader, and also superintendent of the Sunday School. At the time of his death he was a member of the board of trustees and also of the board of stewards of the church. He was a popular man in Scottsdale and throughout the community in past times. He was a member of the Masonic fraternity.

In 1875 he was married to Esther Wiley, a daughter of Sampson Wiley of Fayette county, a sister of J. W. Wiley, Mrs. Wiley, and also a sister of Sarah Wiley of the same place. He leaves a wife and three daughters: Mary, wife of Roy Keith Loucks; Anna, wife of Dr. Claude Worth McKee, and Miss Georgia, all of them residents of Scottsdale.

Always intent upon anything to further the welfare of church and school and a companionable man, Mr. Humphries will be greatly missed. He was an example of achievement through individual effort, and was highly esteemed for his fine executive ability, correct business methods and sterling integrity.

**Daley May Swartzwelder.**  
Mrs. Daley May Swartzwelder of Albright, W. Va., who was operating on last Tuesday at St. Joseph's Hospital, Pittsburgh, died Thursday afternoon, the extreme heat being pronounced as the primary cause. Mrs. Swartzwelder had been in poor health for the past two years and an appendectomy and a kidney operation had not relieved her condition. She could not survive the heat. Burton Swartzwelder of Connellsville, a brother-in-law of Mrs. Swartzwelder, was operating on at the same time, and is getting along nicely. Mr. Swartzwelder died Friday and was buried here Friday afternoon. Buried here by Funeral Director J. P. Allison of the Catholic Church, officiated.

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**TENTH WINS AND LOSES**

Captures Slow-Tire Trophy But Loses Skirmish Match.

The Tenth Regiment's crack rifle team, made up entirely of Greenbushers, won the trophy and lost the skirmish match at Mount Gilead on Thursday. In the morning the Tenth sharpshooters took the Bowman slow-tire trophy, which had been held by the Eighteenth Regiment. The score was 187 out of possible 200.

In the afternoon the Tenth guards met the sharpshooters and their skirmish match, which they won last year. The Engineer Corps made a score of 261 and won.

**TWO MURDER INQUESTS.**

Coroner Bell Investigates the Killings.

Two murder inquests were conducted Thursday by Coroner M. J. Bell into killings which occurred last Saturday. At Mountaintown the jury recommended that Nick Currie be held for the grand jury to answer for stabbing John Ferrol. In this case, Ferrol was injured.

At South Pittsburg, the jury recommended that Louis Ottomani be held at large.

**INSANE HOSPITAL.**

Westmoreland County to Spend \$400,000 on Big Building.

Plans are to close August 12 for the construction of a \$400,000 building for the Westmoreland county commissioners. Greenbush, which is surrounded by a large family of children and had resided near Ohioport nearly all his life.

**Mrs. George Wright.**  
Mrs. George Wright, an aged woman, died at the home of her daughter, Mrs. Anna Wright, of Westmoreland Hill, about 12 miles from Connellsville.

## PICNICERS HAVE A HAPPY TIME; MINOR MISHAPS REPORTED

### Boy Breaks Arm, Woman Has a Fall and One Over- come by Heat.

### COLLISION ON THE AUTO RUN

K. K. Kramers Car is Put Out of Commission but No One is Hurt; Picnickers Have Fine Time at Hillwood, The Names of the Prize Winners.

With excellent weather throughout the day, the excursions from Connellsville to Oakford Park and Idlewild were the most successful held in years. Not only did the picnickers have a good time, but the drivers, too, had a happy time.

The accident occurred at Oakford.

William Friend, young son of Calvin Friend, collided with another youth who was running and tramped the horse to the rear, causing the boy to fall from the moving car.

Friend, who was driving, was not seriously injured, but the boy was carried out on a stretcher.

The accident occurred at Oakford.

John R. Byrne of Evanson is ill with gout. A loyal son of Erin, he imported a fine shamrock from the Old Soil, in order that it might flourish about his native land in this country.

The shamrock flourished.

There is no question about that. But there is one who was not well, and that is the boy. Instead of the shamrock, he has turned a bell-shaped, glaring yellow. And any man who accused Byrne of being an Orangeman would be carried out on a stretcher!

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## JUDGE EWING WILL HEAD STATE'S NEW UTILITIES BOARD

Fayette County Jurist Named Chairman of Commission by Tener.

### RAILROAD COMMISSIONERS STAY

Former Governor Pennington and Milton J. Brecht are Reappointed; Experts are Given Position on Well-Balanced Body Chosen by Governor.

Judge Nathaniel Ewing, of Fayette county, chairman of the different state Railroad Commission, has been named by Governor Tener as the chairman of the new Public Service Commission. All of the railroad commissioners have been given places on the new board, the others being former Governor Samuel W. Pennington and Milton J. Brecht. The personnel of the Public Service Commission is as follows:

**HANNAH E. EWING**, Chairman, Fayette county, chairman of the different state Railroad Commissions, former organization in 1908, and former United States Court Judge, 18-year term.

**E. LADD TONE**, Allegheny county, railroad commissioner, and chief engineer Pittsburgh Railroad, 18-year term.

**SAMUEL W. PENNINGTON**, former Governor and former Judge, member State Railroad Commission, eight-year term.

**KNIGHT B. JOHNSON**, Philadelphia, professor of transportation and commerce, expert, University of Pennsylvania, 18-year term.

**MILTON J. BRECHT**, Lancaster, member State Railroad Commission, six-year term.

**CHARLES FREDERICK WRIGHT**, coal miner, banker and former State Treasurer, three-year term.

**FRANK M. WALLACE**, Erie, banker, three-year term.

The new commissioners will receive salaries of \$16,000 per year, and will hold regular meetings twice a month, and conduct investigations and handle complaints under the manifold provisions of the act. The Attorney General will be the general counsel for the commission, and will be delegated to him the duty of investigating and prosecuting violations of the act. William A. Tynke, Philadelphia, now a Deputy Attorney General, will be the commission's secretary, marshal, investigator and other officers.

Gov. Tener has requested the commissioners to meet with him at the Capitol on Monday afternoon, it being the plan to have the commission organize soon after.

Professor Johnson is an expert on transportation, especially on carrying charges and author of a number of books. He was appointed by the Government to work out problems attending the establishment of tolls on the Panama Canal and engaged in investigation of the Nicaraguan Canal project, Island waterways, and railroads.

The expert in practical operation is Mr. Tone, who is a graduate of Rensselaer Polytechnic Institute, at Troy, N. Y., and in charge of engineering, operation and power departments of the Pittsburgh railways for 20 years.

Mr. Wright, prior to his appointment as state treasurer by Governor Stuart, in 1910, served three terms in Congress and is widely interested in banking, manufacturing, water and other organizations, and familiar with utilities from the business side.

Mr. Wright is president of the Second National Bank of Erie, in charge of large estates in that county, treasurer of the Pittsburgh Coal Company, and identified with numerous business interests.

The commission had offered a compensation of \$10,000 to the editor of the Commonwealth—Robert McFeetor, Allegheny. He declined it.

Judge Nathaniel Ewing was born in Uniontown, June 17, 1848, being the son of Judge John Kennedy, who came from Princeton College in 1806, and later was married to Mrs. Sallie E. Mitchell of Winona, Minn. He was admitted to the bar in 1871 and was appointed judge of the Fourteenth Judicial District of Pennsylvania, August 15, 1886, and held that office for 10 years. He was counsel for W. J. Rainey and the H. C. Frick Coke Company and other corporations; was counsel for the Pennsylvania Railroad Company until elevated to the bench.

Judge Ewing was president of the Allegheny County, Fayette County, and the Franklin, Pennsylvania, and the Pittsburgh Life & Trust Company. He was United States District Judge, Western Pennsylvania, from 1896 until 1906, when he resigned to become chairman of the State Railroad Commission. He then taught at Pennsylvania College from 1894 to 1907. Judge Ewing was also president of the Pennsylvania Bar Association of Pennsylvania.

**PENNY IS FINED.**

Judge Orr imposes \$4,000 penalty under Hours of Service Act.

In an opinion handed down by Justice Orr, of the United States District Court, the Pennsylvania Railroad Company was ordered to pay to the United States \$4,000. A suit was brought the first of its kind in this district, by the United States to recover penalties for infractions of the hours of service act.

The four separate violations were allowed by the government, in which the railroad pleaded guilty of all but seven. In these seven they were granted a jury trial.

**Turn Back to Coal.**

Because of the increased price of fuel oil, a number of the Texas state institutions are again using coal under a state order. One school, which paid 22½ cents a barrel for oil during the last fiscal year, is now paying \$1.42, and the lowest bid for the coming year is \$1.52.

**Water Meeting in Pittsburgh.**

At a meeting of the executive committee of the Coal Mining Institute of America, it was decided to hold the winter session on December 4 and 5 in Pittsburgh.

### COAL WORKERS URGE CONGRESS TO DROP STEEL TRUST SUIT

Government Care Sought, Plea of 13,500 Employees of the H. C. Frick Coke Company.

WASHINGTON, August 1.—One of the largest petitions ever presented to Congress from a single congressional district has been submitted to the House by Representative W. N. Carr of Uniontown, in behalf of 13,500 employees of the H. C. Frick Coke Company. The petition is designed to prevent a proposed dissolution of the United States Steel Corporation, of which the coke company is a subsidiary concern. The government is now engaged in presenting the corporation to the Federal courts in New York state.

"Of the 20,000 employees of the Frick company," said Mr. Carr yesterday, "approximately 14,000 work in the mines and coke plants in and near Uniontown, Connellsville, and other sections of Fayette county. On a recent trip through the Connellsville coke region, I was surprised to learn that a number of miners in the company have inaugurated to benefit their employees. Many of the signers of the petition mention:

"First in importance are the safety and sanitary appliances introduced in the mines. They follow close closely the recommendations of the United States Bureau of Mines, which has its principal office in Pittsburgh. The mining conditions have been greatly improved in recent months, hundreds of old type of miners houses having been replaced with modern houses which are equipped, in many instances, with running water, electric lights and bathrooms. Miles of concrete drains to improve sanitary conditions have been put down, which not only directly benefit the mine workers, but their families as well.

"The remarkable fuel runs have been made during the past week. The train consists of a combination baggage and smoking coach, day coach, Pullman sleeping and combination observation and dining car. This is the regular equipment of the Baltimore and Chicago Specials on the Pittsburgh & Lake Erie and the Western Maryland.

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"The locomotive is the Atlantic type, designed by Superintendent M. F. Twiner, and has been in service since 1906. The fact that every railroad is paying close attention to fuel records, and nearly every engine company is trying to make the economy possible. Happen and Dickenson have hung up a mark likely to stand, and one they are being complimented upon by officials of the Pittsburgh & Lake Erie.

**BUILDING NEW FURNACE.**

Carrying McKinney & Co. Erect Third Stack at Cleveland.

The Daily Iron Trade announces that Carrigan, McKinney & Company, who operate the Scottsdale furnace, are preparing to build a third furnace at their plant in Cleveland.

The furnace will be large, probably 800 tons capacity. Together with the two stacks now in operation, it will supply metal for the new steel plant of the company now under construction at the furnaces. The foundations for this plant are laid and the superstructure is under way.

It is proposed to put the steel plant in operation as soon as the third furnace stack is finished.

**IDEAL CARS INCREASE.**

For First Time This Year They Show Gain Over Last.

The report of the American Railway Association for the fortnight ending July 15, issued under date of July 22, shows surplus equipment amounting to \$7,280,000, compared with 70,750 June 30, an increase in idle equipment of 5,540 cars.

For the first time this year the amount of idle equipment exceeds that of a corresponding date last year, the number July 16, being 5,389.

**CUTS ARTERY IN POOL.**

Swimmer Injures Himself While Making a High Dive.

MONTELEASANT, August 4.—Thomas Carlton, son of Patrick Carlton of Standard, cut the artery in his right arm while diving in the Standard reservoir and narrowly escaped bleeding to death.

The swimmer was brought to the Memorial Hospital after the clot had been applied by the first aid crew.

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### LAKE ERIE CREW MAKING A GREAT ECONOMY TEST

Use Minimum Amount of  
Coal Hauling Crack Passenger Train.

### 71 SHOVELS THE GREATEST

FIREMAN Dickinson Has Made Run Only 51 Hours Into Man of the Big Atlantic-type Locomotive; Few Can Beat This is Their Boss.

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